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INFORMATION REPORT

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1. Since the middle of March 1948, the freight station of Dresden-Friedrichstadt has served as the assembly point for the freight traffic to Czechoslovakia which is handled directly by the Russians without the intervention of such German services as the Main Division for Interzonal and Foreign Trade. It is not used for manufactured goods, but only for iron ore and metal scrap.
2. Shipments for Czechoslovakia are consigned to Aussig. Since the beginning of 1948, there has been an increased shipment of iron ore from Sweden for Aussig. Scrap metal, including not only iron scrap from the Russian Zone but also aluminum scrap obtained from the western zones as compensation, is exported to Aussig at the average rate of three freight trains of twenty-five to thirty-five cars each per week. In the week from 11 to 18 April 1948, four trains of about thirty cars each left Dresden-Friedrichstadt for Aussig; one fourth of the load was aluminum, the remainder scrap iron.
3. Iron ore imported from Czechoslovakia has also cleared through this station since about the beginning of 1947, enroute to Bautzen-Görlitz. Although its eventual destination is not given, German station employees assume that it is sent on to the Upper Silesian industrial area near Breslau ("Czclaw").
4. [REDACTED]

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